

Berdell Brothers
Public Utility Securities
111 Broadway, N. Y.

Amer. Pr. & Lt. Co.
1st 5s 1916

Appalachian Pr. Co.
1st 5s 1914

Buffalo Gen. Elec.
Ref. 5s 1919

Consumers Pr. Co.
1st 5s 1916

Dayton & Piquette Trac.
Co. 1st 5s 1922

Dayton Pr. & Lt. Co.
1st 5s 1914

Lehigh Pr. Sec. Corp.
1st 5s 1917

New York State R. Co.
4 1/2s 1922

Private Phones to Philadelphia & Boston

BOUGHT AND SOLD
PREFERRED STOCK
United Cities
Realty
Corporations

WM. E. HARMON, President.

These Corporations (four in number) have been since their incorporation 15 years ago under the control and management of Wm. E. Harmon & Co., Inc. Their assets are invested in improved real estate in New York City, Chicago, Minneapolis, Duluth, St. Paul and St. Louis. The Corporations are conservatively managed, with no overhead expense for officers' salaries, commissions, etc. Earnings are increasing rapidly.

Send for Circular A-1.

Baker-Carruthers-Pell
15 Broad Street
Phone 5101 Hanover. New York City.

French Government
Victory
5% BONDS
PRICE \$58
PER 1,000 FRANCS

Detailed Circular on request.

Farson, Son & Co.
Members New York Stock Exchange
115 Broadway, New York

Pyrene
We have issued a circular on the stock of the Pyrene Manufacturing Co., showing the attractiveness of this issue, now selling around \$14 a share (par \$10).

Ask for Circular 37-A

John Blair & Co.
Members New York Stock Exchange
61 Broadway
New York

W. F. Ladd & Co.

Investment Securities

New York

Odd Lots

Write Dept. 17.

HISHOLD & HAPMAN
Members New York Stock Exchange
71 Broadway, New York City
Telephone Office: 200 Lenox Ave. 2nd fl.
Brooklyn Office: 391 E. 14th St.
New York Office: 12 N. Broadway
New York Office: 777 Broad St.

NOBLE & CORWIN

Guaranty Tr. Tex. Pac. C. & O.
St. Amer. Ins. Otis Elevator pfd.
Telephone 1111 Broad

Santa Cecilia Sugar

Morton Lachenbruch & Co.
42 Broad Street, New York

Adams Express 4s, 1947.

International Silver 6s, 1948.
Pitts. Term. R.R. & Coal 1st 5s, 1942.

FREDERIC H. HATCH & CO.

Established 1858.
Phone Rector 6400, 74 Broadway, New York

WANT MEDIATION
IN STUTZ MUDDLE

Shorts Adopt Resolution to Submit Controversy to Bankers Committee.

PERSONNEL IS NOT GIVEN
Action Is Taken at Meeting of Representatives of 56 Exchange Firms.

The first definite steps toward a settlement of the corner in Stutz Motor Company stock in Wall Street were taken by the shorts of that stock yesterday when a resolution approving a plan under which the controversy will be submitted to a mediation committee consisting of three members, probably three in number, was adopted. That action was taken at a meeting of representatives of fifty-six New York Stock Exchange houses called by the Stutz protective committee, of which Charles A. Morse is chairman.

The bankers who have been asked to serve on that committee have not made known their attitude, and until they shall have signified their willingness to serve as mediators the protective committee has declined to give out their names. It was learned, however, that Charles H. Sabin, president of the Guaranty Trust Company, is one of those who has been asked to serve. Mr. Sabin said yesterday afternoon that he had not accepted the proposal as yet.

The committee is to be made up, according to the resolution adopted yesterday, of "men of such standing in the community as will assure an equitable adjustment of the existing situation." Allan A. Ryan has told the protective committee that he will confer with a mediation committee of their selection, providing its members are satisfactory to him. The decision to appoint a board of mediators came after several conferences had been held between Louis S. Levy of the firm of Stanchfield & Levy, counsel for Mr. Ryan, and the protective committee's lawyers.

One of the attorneys for the protective committee announced late yesterday afternoon that Mr. Ryan had agreed not to buy in any of the Stutz shorts who are on the committee and who have signified their willingness to abide by the mandate of the mediation committee. There are a few shorts who have not come into the protective committee to date, but it was said yesterday that all are expected to join its ranks within a very short time.

Following the meeting yesterday afternoon, when the mediation plan was decided on, the protective committee issued the following statement:

"The meeting was attended by fifty-six Stock Exchange houses, representing substantially all those under contract to deliver Stutz stock. The committee reported its tentative plans to secure a mediation of all matters in controversy through a board of mediators to be selected with the board's approval, such mediators to be men of prominence and standing in the community, who would have the confidence of all parties. At the conclusion of the committee's report and after full discussion the following resolution was unanimously adopted:

"Resolved, That those present at this meeting approve the submission to mediators of all questions and controversies arising out of outstanding contracts to deliver Stutz stock, such mediators to be men selected with the approval of the protective committee and to be men of such standing in the community as will assure an equitable adjustment of the existing situation. These mediators are to be authorized to examine into all transactions and to receive such authorization from the protective committee as may be proper to give effect to its decisions and to determine upon principles of law, equity and fair dealing the rights, duties and liabilities of the respective parties and to prescribe terms and methods of settlement.

"Those present at this meeting agree that if such men are so selected as mediators and act as such, they will abide and be bound by the findings of such a board of mediators made pursuant to such authority as may be conferred by the committee upon the mediators. Those present further authorize the committee to take all and any such steps and enter into all and any such agreements of mediation, settlement, arbitration or otherwise as the committee may deem proper to secure an equitable disposition of the controversy based on principles of fair dealing. The acts of the committee taken up to this time are ratified and approved."

FINANCIAL NOTES.

Mercantile Trust Company has been appointed trustee of an issue of \$2,000,000 of Consolidated Textile Corporation three year 7 per cent sinking fund convertible debenture notes.

L. D. Munds and R. D. Woodbridge have formed a partnership as Munds & Woodbridge for conducting a brokerage business on 35 Broad street and Little Rock, Ark. Mr. Munds is a member of the New York Cotton Exchange and will have charge of the New York end of the firm's business and Mr. Woodbridge will manage its Little Rock office.

WIL COMPANY TO
DO NEW FINANCING

Sinclair Consolidated Sells Issue of \$50,000,000 Notes to Banking Group.

RUN 5 YEARS AT 7 1/2 P. C.
Will Be Offered at 98—Announcement Expected to Be Made To-day.

The Sinclair Consolidated Oil Corporation has sold to a group of bankers, said to include Blair & Co., the Chase Securities Corporation and Wm. A. Read & Co., an issue of \$50,000,000 of convertible five year 7 1/2 per cent. notes, which are to be offered at 98, at which they will yield approximately 8 per cent. An official announcement of the offering will probably be made to-day.

In connection with the new financing H. F. Sinclair issued the following statement regarding earnings, assets, current assets, current liabilities and book value of the stock: "Gross earnings of \$74,870,858 are shown by the report of the Sinclair Consolidated Oil Corporation for the fiscal year ended December 31, 1919. This figure is exclusive of any inter-company sales and service charges of transportation companies for use of pipe lines, tank cars and marine facilities. Net earnings for the year amounted to \$22,670,598, which, after deduction of interest and discount and Federal taxes of \$2,069,662, left an income of \$19,600,936 available for surplus and reserves, which is equivalent to \$7.27 a share on the average number of shares outstanding during 1919.

"The report further shows total assets of \$265,390,114; \$51,449,776 represents current assets. Current liabilities, including reserves for Federal taxes, amounting to \$15,732,813. The book value of \$7.73,333 number of shares outstanding on December 31, 1919, was \$208,229,741, or \$55.44 a share.

"The balance sheet discloses that more than \$10,000,000 of surplus earnings and reserves, or approximately \$14 a share on the present outstanding stock, have been built up by the company since 1916. The annual meeting of shareholders will be held on May 18, at which time the president will submit his report of the year's operations."

MARTIN-PARRY DIVIDEND.
Directors to Form New Truck Company and Offer Its Stock.

The directors of the Martin-Parry Corporation declared yesterday a quarterly dividend of 50 cents a share on that corporation's capital stock, payable on June 1, 1920, to stockholders of record on May 17, 1920. The transfer books will not be closed.

F. M. Small, president of the corporation, said that its sales for the first three months of 1920 amounted to \$1,149,000, against \$700,000 for the first three months of 1919. The company's earnings for the first three months of 1920 were \$198,000.

The directors on April 12 voted to form a new company—the Atlas Truck Corporation—with an authorized capital of 100,000 shares of no par value. The new company will obtain \$450,000 in cash from the sale of 45,000 shares of stock which will be offered soon.

The new corporation will offer the stockholders of the Martin-Parry Corporation an opportunity to subscribe at \$5 a share for 25,000 shares of the new Atlas Truck Corporation at the rate of a share for four shares of Martin-Parry stock. The remaining 31,000 shares of the Atlas Truck Corporation to be issued presently will be sold to a syndicate to be formed for \$17 a share, less a commission of \$2 a share. The syndicate will give stockholders of the Martin-Parry Corporation a preferential opportunity to subscribe for that additional stock at \$17 a share before any public offering of the stock is made.

PRODUCE MARKET.

BUTTER.—Receipts yesterday, 1,094 packages. Good grades of butter and prices 10c higher and firm. Medium qualities moving better. Creamery, higher than extras, lb. 74 1/2c; extra, 82c; 1st, 88c; 2d, 94c; 3d, 100c; 4th, 106c; 5th, 112c; 6th, 118c; 7th, 124c; 8th, 130c; 9th, 136c; 10th, 142c; 11th, 148c; 12th, 154c; 13th, 160c; 14th, 166c; 15th, 172c; 16th, 178c; 17th, 184c; 18th, 190c; 19th, 196c; 20th, 202c; 21st, 208c; 22nd, 214c; 23rd, 220c; 24th, 226c; 25th, 232c; 26th, 238c; 27th, 244c; 28th, 250c; 29th, 256c; 30th, 262c; 31st, 268c; 32nd, 274c; 33rd, 280c; 34th, 286c; 35th, 292c; 36th, 298c; 37th, 304c; 38th, 310c; 39th, 316c; 40th, 322c; 41st, 328c; 42nd, 334c; 43rd, 340c; 44th, 346c; 45th, 352c; 46th, 358c; 47th, 364c; 48th, 370c; 49th, 376c; 50th, 382c; 51st, 388c; 52nd, 394c; 53rd, 400c; 54th, 406c; 55th, 412c; 56th, 418c; 57th, 424c; 58th, 430c; 59th, 436c; 60th, 442c; 61st, 448c; 62nd, 454c; 63rd, 460c; 64th, 466c; 65th, 472c; 66th, 478c; 67th, 484c; 68th, 490c; 69th, 496c; 70th, 502c; 71st, 508c; 72nd, 514c; 73rd, 520c; 74th, 526c; 75th, 532c; 76th, 538c; 77th, 544c; 78th, 550c; 79th, 556c; 80th, 562c; 81st, 568c; 82nd, 574c; 83rd, 580c; 84th, 586c; 85th, 592c; 86th, 598c; 87th, 604c; 88th, 610c; 89th, 616c; 90th, 622c; 91st, 628c; 92nd, 634c; 93rd, 640c; 94th, 646c; 95th, 652c; 96th, 658c; 97th, 664c; 98th, 670c; 99th, 676c; 100th, 682c.

CHEESE.—Receipts yesterday, 174 boxes. The tone of the market is somewhat firmer, with a better demand for higher grades of old cheese, all shapes. State, whole milk, fresh, 10c; colored, 11c; white, 12c; 1st, 13c; 2d, 14c; 3d, 15c; 4th, 16c; 5th, 17c; 6th, 18c; 7th, 19c; 8th, 20c; 9th, 21c; 10th, 22c; 11th, 23c; 12th, 24c; 13th, 25c; 14th, 26c; 15th, 27c; 16th, 28c; 17th, 29c; 18th, 30c; 19th, 31c; 20th, 32c; 21st, 33c; 22nd, 34c; 23rd, 35c; 24th, 36c; 25th, 37c; 26th, 38c; 27th, 39c; 28th, 40c; 29th, 41c; 30th, 42c; 31st, 43c; 32nd, 44c; 33rd, 45c; 34th, 46c; 35th, 47c; 36th, 48c; 37th, 49c; 38th, 50c; 39th, 51c; 40th, 52c; 41st, 53c; 42nd, 54c; 43rd, 55c; 44th, 56c; 45th, 57c; 46th, 58c; 47th, 59c; 48th, 60c; 49th, 61c; 50th, 62c; 51st, 63c; 52nd, 64c; 53rd, 65c; 54th, 66c; 55th, 67c; 56th, 68c; 57th, 69c; 58th, 70c; 59th, 71c; 60th, 72c; 61st, 73c; 62nd, 74c; 63rd, 75c; 64th, 76c; 65th, 77c; 66th, 78c; 67th, 79c; 68th, 80c; 69th, 81c; 70th, 82c; 71st, 83c; 72nd, 84c; 73rd, 85c; 74th, 86c; 75th, 87c; 76th, 88c; 77th, 89c; 78th, 90c; 79th, 91c; 80th, 92c; 81st, 93c; 82nd, 94c; 83rd, 95c; 84th, 96c; 85th, 97c; 86th, 98c; 87th, 99c; 88th, 100c; 89th, 101c; 90th, 102c; 91st, 103c; 92nd, 104c; 93rd, 105c; 94th, 106c; 95th, 107c; 96th, 108c; 97th, 109c; 98th, 110c; 99th, 111c; 100th, 112c.

EGGS.—Receipts yesterday, 1,297 cases. Shippers are generally reporting an inability to forward stock with any freedom and the prospect of a resumption of normal movement seems to be remote. Receipts here are light, owing to recent interference with shipments and the supply on hand is largely held under shippers' limit, based upon relatively high country cost. Dealers have improved the market and, along with a further advance fully established. Strictly fancy white eggs are in limited supply and meeting a little better demand at better prices. The greater part of the supply is of medium quality, but ordinary quality, many lots being more or less out of condition through parcel post shipments and ordinary quality are freely offered at unimproved prices. The bulk of the supply has no value above a range of 45c to 50c, but really fancy stock is bringing more money than recently quoted. California steady with a fair demand. Fresh gathered, extra, 12c; 1st, 11c; 2d, 10c; 3d, 9c; 4th, 8c; 5th, 7c; 6th, 6c; 7th, 5c; 8th, 4c; 9th, 3c; 10th, 2c; 11th, 1c; 12th, 0c; 13th, 0c; 14th, 0c; 15th, 0c; 16th, 0c; 17th, 0c; 18th, 0c; 19th, 0c; 20th, 0c; 21st, 0c; 22nd, 0c; 23rd, 0c; 24th, 0c; 25th, 0c; 26th, 0c; 27th, 0c; 28th, 0c; 29th, 0c; 30th, 0c; 31st, 0c; 32nd, 0c; 33rd, 0c; 34th, 0c; 35th, 0c; 36th, 0c; 37th, 0c; 38th, 0c; 39th, 0c; 40th, 0c; 41st, 0c; 42nd, 0c; 43rd, 0c; 44th, 0c; 45th, 0c; 46th, 0c; 47th, 0c; 48th, 0c; 49th, 0c; 50th, 0c; 51st, 0c; 52nd, 0c; 53rd, 0c; 54th, 0c; 55th, 0c; 56th, 0c; 57th, 0c; 58th, 0c; 59th, 0c; 60th, 0c; 61st, 0c; 62nd, 0c; 63rd, 0c; 64th, 0c; 65th, 0c; 66th, 0c; 67th, 0c; 68th, 0c; 69th, 0c; 70th, 0c; 71st, 0c; 72nd, 0c; 73rd, 0c; 74th, 0c; 75th, 0c; 76th, 0c; 77th, 0c; 78th, 0c; 79th, 0c; 80th, 0c; 81st, 0c; 82nd, 0c; 83rd, 0c; 84th, 0c; 85th, 0c; 86th, 0c; 87th, 0c; 88th, 0c; 89th, 0c; 90th, 0c; 91st, 0c; 92nd, 0c; 93rd, 0c; 94th, 0c; 95th, 0c; 96th, 0c; 97th, 0c; 98th, 0c; 99th, 0c; 100th, 0c.

Livestock and Meat Prices.

Executor **Trustee**
Chartered 1822
The Farmers' Loan and Trust Company
Nos. 16, 18, 20 & 22 William Street
Branch Office, 475 Fifth Avenue
At Forty-first Street
New York
London Paris
Foreign Exchange
Administrator Guardian
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Your Automobile

The average automobile contains one or more essential parts made by the Spicer Manufacturing Corporation, such as universal joints and shafts, axles, springs, etc.

Combined earnings reported for a period of four years average over 6 times the amount required to pay dividends on its 8% Preferred Stock.

We offer this stock for conservative investment and will be glad to send literature on request

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Members of the New York, Chicago, Detroit and Cleveland Stock Exchanges.
Direct private wires to their market.

NEW YORK STOCK EXCHANGE PRICES.

Continued from Preceding Page.

66	3	100	Montana Power	64 1/2	64 1/2	64 1/2	64 1/2
35	3	100	Mont Ward & Co.	36	36	35 1/2	35 1/2
26	3 1/2	100	Mullins Body	42 1/2	42 1/2	42 1/2	42 1/2
67 1/2	68 1/2	100	National	68 1/2	69 1/2	68 1/2	68 1/2
115 1/2	116 1/2	100	National Aniline & Chem.	114 1/2	115	114 1/2	114 1/2
73 1/2	74 1/2	100	National A. & Chem. pf.	73	73 1/2	73	73
10 1/2	11 1/2	100	National Biscuit Co.	10 1/2	10 1/2	10 1/2	10 1/2
75 7/8	76 1/2	100	National Cloak & Suit	75	75 1/2	75 1/2	75 1/2
83 1/2	84 1/2	100	National Enam & Stamp	83 1/2	84 1/2	83 1/2	83 1/2
104 1/2	105 1/2	100	National Lead Co.	104 1/2	105	104 1/2	104 1/2
24 1/2	25 1/2	100	Nat R R of Mex 2d pf.	24 1/2	24 1/2	24 1/2	24 1/2
30 1/2	31 1/2	100	New York Air Brake	30 1/2	30 1/2	30 1/2	30 1/2
17 1/2	18 1/2	100	New York City	17 1/2	17 1/2	17 1/2	17 1/2
74 1/2	75 1/2	100	New York Dock	74 1/2	75 1/2	74 1/2	74 1/2
62 1/2	63 1/2	100	N. Y. N. H. & Hart	62 1/2	63 1/2	62 1/2	62 1/2
20 1/2	21 1/2	100	N. Y. Ontario & West	20 1/2	21 1/2	20 1/2	20 1/2
41 1/2	42 1/2	100	Norfolk and Western	41 1/2	42 1/2	41 1/2	41 1/2
58 1/2	59 1/2	100	Norfolk & Western	58 1/2	59 1/2	58 1/2	58 1/2
60 1/2	61 1/2	100	Northern	60 1/2	61 1/2	60 1/2	60 1/2
28 1/2	29 1/2	100	Nova Scotia S & C	28 1/2	29 1/2	28 1/2	28 1/2
18 1/2	19 1/2	100	Nunnally Co.	18 1/2	19 1/2	18 1/2	18 1/2
103 1/2	104 1/2	100	Ohio Cities Gas	103 1/2	104 1/2	103 1/2	103 1/2
10 1/2	11 1/2	100	Oklahoma Prod & Oil	10 1/2	11 1/2	10 1/2	10 1/2
30 3/4	31 3/4	100	Ontario Silver Mining	30 3/4	31 3/4	30 3/4	30 3/4
55 1/2	56 1/2	100	Otis Steel	55 1/2	56 1/2	55 1/2	55 1/2
70 1/2	71 1/2	100	Owens Bottle Co.	70 1/2	71 1/2	70 1/2	70 1/2
10 1/2	11 1/2	100	Pacific Development	10 1/2	11 1/2	10 1/2	10 1/2
40 1/2	41 1/2	100	Pacific Gas & Electric	40 1/2	41 1/2	40 1/2	40 1/2
102 1/2	103 1/2	100	Pacific Mail	102 1/2	103 1/2	102 1/2	102 1/2
100 1/2	101 1/2	100	Pacific Tel & Tel.	100 1/2	101 1/2	100 1/2	100 1/2
37 1/2	38 1/2	100	Pan Am Petrol & T.	37 1/2	38 1/2	37 1/2	37 1/2
28 1/2	29 1/2	100	Pan Am Petrol & T. B.	28 1/2	29 1/2	28 1/2	28 1/2
35 1/2	36 1/2	100	Parish & Singh	35 1/2	36 1/2	35 1/2	35 1/2
67 1/2	68 1/2	100	Pearle & Sons R.	67 1/2	68 1/2	67 1/2	67 1/2
93 1/2	94 1/2	100	Penn Seaboard Steel	93 1/2	94 1/2	93 1/2	93 1/2
17 1/2	18 1/2	100	Peoples Gas, Chicago	17 1/2	18 1/2	17 1/2	17 1/2
91 1/2	92 1/2	100	Pere Marquette	91 1/2	92 1/2	91 1/2	91 1/2
58 1/2	59 1/2	100	Philadelphia Corp.	58 1/2	59 1/2	58 1/2	58 1/2
60 1/2	61 1/2	100	Pierce Arrow Motor	60 1/2	61 1/2	60 1/2	60 1/2
28 1/2	29 1/2	100	Pierce Arrow Motor pf.	28 1/2	29 1/2	28 1/2	28 1/2
18 1/2	19 1/2	100	Pierce Oil Corp.	18 1/2	19 1/2	18 1/2	18 1/2
103 1/2	104 1/2	100	Pierce Oil Corp. pf.	103 1/2	104 1/2	103 1/2	103 1/2
10 1/2	11 1/2	100	Pittsburg & C. & Low	10 1/2	11 1/2	10 1/2	10 1/2
74 1/2	75 1/2	100	Pittsburg & C. of Pa.	74 1/2	75 1/2	74 1/2	74 1/2
62 1/2	63 1/2	100	Pittsburg & West Va.	62 1/2	63 1/2	62 1/2	62 1/2
20 1/2	21 1/2	100	Pond Creek Coal	20 1/2	21 1/2	20 1/2	20 1/2
103 1/2	104 1/2	100	Pressed Steel Car.	103 1/2	104 1/2	103 1/2	103 1/2
10 1/2	11 1/2	100	Pressed Steel Car. pf.	10 1/2	11 1/2	10 1/2	10 1/2
65 1/2	66 1/2	100	Pullman Service Corp.	65 1/2	66 1/2	65 1/2	65 1/2
115 1/2	116 1/2	100	Pullman Co.	115 1/2	116 1/2	115 1/2	115 1/2
116 1/2	117 1/2	100	Punta Alegre Sugar	116 1/2	117 1/2	116 1/2	116 1/2
52 1/2	53 1/2	100	R R Sec III Cent cfs.	52 1/2	53 1/2	52 1/2	52 1/2
47 1/2	48 1/2	100	Raymond Steel Spring	47 1/2	48 1/2	47 1/2	47 1/2
18 1/2	19 1/2	100	Raymond Steel Spring	18 1/2	19 1/2	18 1/2	18 1/2
23 1/2	24 1/2	100	Reading ex div.	23 1/2	24 1/2	23 1/2	23 1/2
81 1/2	82 1/2	100	Remington Typewriter	81 1/2	82 1/2	81 1/2	81 1/2
37 1/2	38 1/2	100	Replote Steel	37 1/2	38 1/2	37 1/2	37 1/2
67 1/2	68 1/2	100	Republic Motor Truck	67 1/2	68 1/2	67 1/2	67 1/2
105 1/2	106 1/2	100	Royal Dutch Co N. Y.	105 1/2	106 1/2	105 1/2	105 1/2
111 1/2	112 1/2	100	Royal Dutch Co N. Y.	111 1/2	112 1/2	111 1/2	111 1/2
10 1/2	11 1/2	100	R. J. Joseph Lead.	10 1/2	11 1/2	10 1/2	10 1/2
20 1/2	21 1/2	100	St. Louis & San Fran.	20 1/2	21 1/2	20 1/2	20 1/2
16 1/2	17 1/2	100	St. Louis & San Fran. pf.	16 1/2	17 1/2	16 1/2	16 1/2
13 1/2	14 1/2	100	St. Louis Southern	13 1/2	14 1/2	13 1/2	13 1/2
23 1/2	24 1/2	100	St. Louis Southwest pf.	23 1/2	24 1/2	23 1/2	23 1/2
74 1/2	75 1/2	100	Savage Arms Corp.	74 1/2	75 1/2	74 1/2	74 1/2
16 1/2	17 1/2	100	Saxon Motor	16 1/2	17 1/2	16 1/2	16 1/2
22 1/2	23 1/2	100	Saxon Motor Line	22 1/2	23 1/2	22 1/2	22 1/2
95 1/2	96 1/2	100	Shattuck Ariz. Corp.	95 1/2	96 1/2	95 1/2	95 1/2
104 1/2	105 1/2	100	Shattuck Ariz. Corp.	104 1/2	105 1/2	104 1/2	104 1/2
81 1/2	82 1/2	100	Sherrill Trans & Trading	81 1/2	82 1/2	81 1/2	81 1/2
37 1/2	38 1/2	100	Sinclair Consol Oil	37 1/2	38 1/2	37 1/2	37 1/2
74 1/2	75 1/2	100	Sinclair Consol Oil	74 1/2	75 1/2	74 1/2	74 1/2
16 1/2	17 1/2	100	Sloss-Sheffield S & I	16 1/2	17 1/2	16 1/2	16 1/2
95 1/2	96 1/2	100	Sloss-Sheffield S & I	95 1/2	96 1/2	95 1/2	95 1/2
22 1/2	23 1/2	100	Southern Pacific	22 1/2	23 1/2	22 1/2	22 1/2
55 1/2	56 1/2	100	Southern Railway	55 1/2	56 1/2	55 1/2	55 1/2
71 1/2	72 1/2	100	Southern Railway pf.	71 1/2	72 1/2	71 1/2	71 1/2
107 1/2	108 1/2	100	Standard Oil of N. J.	107 1/2	108 1/2	107 1/2	107 1/2
46 1/2	47 1/2	100	Standard Oil of N. J.	46 1/2	47 1/2	46 1/2	46 1/2
10 1/2	11 1/2	100	Standard Oil of N. J.	10 1/2	11 1/2	10 1/2	10 1/2
113 1/2	114 1/2	100	Stewart-Warner Speed	113 1/2	114 1/2	113 1/2	113 1/2
82 1/2	83 1/2	100	Stromberg Carburetor	82 1/2	83 1/2	82 1/2	82 1/2
19 1/2	20 1/2	100	Stromberg Carburetor	19 1/2	20 1/2	19 1/2	19 1/2
11 1/2	12 1/2	100	Submarine Corp	11 1/2	12 1/2	11 1/2	11 1/2
74 1/2	75 1/2	100	Texas Co.	74 1/2	75 1/2	74 1/2	74 1/2
30 1/2	31 1/2	100	Texas Co.	30 1/2	31 1/2	30 1/2	30 1/2
22 1/2	23 1/2	100	Tide Water Oil	22 1/2	23 1/2	22 1/2	22 1/2
22 1/2	23 1/2	100	Tide Water Oil	22 1/2	23 1/2	22 1/2	22 1/2
13 1/2	14 1/2	100	Tobacco Products	13 1/2	14 1/2	13 1/2	13 1/2
55 1/2	56 1/2	100	Transcontinental Oil	55 1/2	56 1/2	55 1/2	55 1/2
120 1/2	121 1/2	100	Transue & Wms Steel	120 1/2	121 1/2	120 1/2	120 1/2
115 1/2	116 1/2	100	Union Bag & Paper	115 1/2	116 1/2	115 1/2	115 1/2
39 1/2	40 1/2	100	Union Oil	39 1/2	40 1/2	39 1/2	39 1/2
115 1/2	116 1/2	100	Union Oil	115 1/2	116 1/2	115 1/2	115 1/2
48 1/2	49 1/2	100	Union Pacific	48 1/2	49 1/2	48 1/2	48 1/2
48 1/2	49 1/2	100	Union Alloy Steel	48 1/2	49 1/2	48 1/2	48 1/2
212 1/2	213 1/2	100	United Fruit Company	212 1/2	213 1/2	212 1/2	212 1/2
23 1/2	24 1/2	100	United Fruit Company	23 1/2	24 1/2	23 1/2	23 1/2
104 1/2	105 1/2	100	United Fruit Company	104 1/2	105 1/2	104 1/2	104 1/2
77 1/2	78 1/2	100	United Fruit Company	77 1/2	78 1/2	77 1/2	77 1/2
21 1/2	22 1/2	100	U. S. C. I. Pipe & Fdy	21 1/2	22 1/2	21 1/2	21 1/2
40 1/2	41 1/2	100	U. S. Express	40 1/2	41 1/2	40 1/2	40 1/2
96 1/2	97 1/2	100	U. S. Express	96 1/2	97 1/2	96 1/2	96 1/2
94 1/2	95 1/2	100	U. S. Express	94 1/2	95 1/2	94 1/2	94 1/2
105 1/2	106 1/2	100	U. S. Express	105 1/2	106 1/2	105 1/2	105 1/2
68 1/2	69 1/2	100	U. S. Express	68 1/2	69 1/2	68 1/2	68 1/2
101 1/2	102 1/2	100	U. S. Express	101 1/2	102 1/2	101 1/2	101 1/2
115 1/2	116 1/2	100	U. S. Express	115 1/2	116 1/2	115 1/2	115 1/2
115 1/2	116 1/2	100	U. S. Express	115 1/2	116 1/2	115 1/2	115 1/2
75 1/2	76 1/2	100	U. S. Express	75 1/2	76 1/2	75 1/2	75 1/2
96 1/2	97 1/2	100	U. S. Express	96 1/2	97 1/2	96 1/2	96 1/2
23 1/2	24 1/2	100	U. S. Express	23 1/2	24 1/2	23 1/2	23 1/2
60 1/2	61 1/2	100	U. S. Express	60 1/2	61 1/2	60 1/2	60 1/2
75 1/2	76 1/2	100	U. S. Express	75 1/2	76 1/2	75 1/2	75 1/2
27 1/2	28 1/2	100	U. S. Express	27 1/2	28 1/2	27 1/2	27 1/2
87 1/2	88 1/2	100	U. S. Express	87 1/2	88 1/2	87 1/2	87 1/2
23 1/2	24 1/2	100	U. S. Express	23 1/2	24 1/2	23 1/2	23 1/2
59 1/2	60 1/2	100	U. S. Express	59 1/2	60 1/2	59 1/2	59 1/2
15 1/2	16 1/2	100	U. S. Express	15 1/2	16 1/2	15 1/2	15 1/2
27 1/2	28 1/2	100	U. S. Express	27 1/2	28 1/2	27 1/2	27 1/2
87 1/2	88 1/2	100	U. S. Express	87 1/2	88 1/2	87 1/2	87 1/2
23 1/2	24 1/2	100	U. S. Express	23 1/2	24 1/2	23 1/2	23 1/2
59 1/2	60 1/2	100	U. S. Express	59 1/2	60 1/2	59 1/2	59 1/2
15 1/2	16 1/2	100	U. S. Express	15 1/2	16 1/2	15 1/2	15 1/2
27 1/2	28 1/2	100	U. S. Express	27 1/2	28 1/2	27 1/2	27 1/2
87 1/2	88 1/2	100	U. S. Express	87 1/2	88 1/2	87 1/2	87 1/2
23 1/2	24 1/2	100	U. S. Express	23 1/2	24 1/2	23 1/2	23 1/2
59 1/2	60 1/2	100	U. S. Express	59 1/2	60 1/2	59 1/2	59 1/2
15 1/2	16 1/2	100	U. S. Express	15 1/2	16 1/2	15 1/2	15 1/2
27 1/2	28 1/2	100	U. S. Express	27 1/2	28 1/2	27 1/2	27 1/2
87 1/2	88 1/2	100	U. S. Express	87 1/2	88 1/2	87 1/2	87 1/2
23 1/2	24 1/2	100	U. S. Express	23 1/2	24 1/2	23 1/2	23 1/2
59 1/2	60 1/2	100	U. S. Express	59 1/2	60 1/2	59 1/2	59 1/2
15 1/2	16 1/2	100	U. S. Express	15 1/2	16 1/2	15 1/2	15 1/2
27 1/2	28 1/2	100	U. S. Express	27 1/2	28 1/2	27 1/2	27 1/2
87 1/2	88 1/2	100	U. S. Express	87 1/2	88 1/2	87 1/2	87 1/2
23 1/2	24 1/2	100	U. S. Express	23 1/2	24 1/2	23 1/2	23 1/2
59 1/2	60 1/2	100	U. S. Express	59 1/2	60 1/2	59 1/2	59 1/2
15 1/2	16 1/2	100	U. S. Express	15 1/2	16 1/2	15 1/2	15